

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6016

英一千九百零九年二月三十日

THURSDAY, MARCH 4, 1909.

四月四日

香港三月四日

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling £15,000,000
Silver \$14,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Grosson—Chairman;
H. E. Tomkins, Esq.—Deputy Chairman;
E. G. Barrett, Esq., B. Shallin, Esq.,
G. Fristland, Esq., R. Stewart, Esq.,
C. S. Gabay, Esq., H. A. Stobbs, Esq.,
W. Helms, Esq., Hon. Mr. H. A. W.
C. R. Lankmann, Esq., Slade.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:

Shanghai—W. ADAMS ORAM,
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 1 month, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd February, 1909. [10]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT, MEX \$7,222,222
RESERVE FUND GOLD \$3,350,000
ABOUT, MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4 per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1909. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " "

WM. DICKSON,
Manager.

Hongkong, 18th March, 1909. [21]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ,
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,752,848.84
(about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Del), Palembang, Kota Radja (Acheen); Bandjermasin. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Halpong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and recovers for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.
Do. 6 " 4 " " "
Do. 3 " 3 " " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July, 1908. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN,
KOBE, PEKIN, NANKING,
OSAKA, NEWKHWAH,
NAGASAKI, DALNY,
LONDON, PORT ARTHUR,
LYONS, ANTUNG,
NEW YORK, SAN FRANCISCO,
HONOLULU, LIOYANG,
BOMBAY, MUKDEN,
SHANGHAI, TIR-LING,
HANKOW, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annum on the Daily Balance.

On Fixed deposit—

For 12 months 5½ per cent.

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SUSIS.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semilli	FRIDAY, 5th March, 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. Iseki	About FRIDAY, 5th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZESS ALICE" Capt. P. Grosch	WEDNESDAY, 10th March, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Bieler	About FRIDAY, 12th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. Iseki	THURSDAY, 25th March, 5 P.M.

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd March, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 90 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captain and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailors Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1909.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

ANNUAL REPORT.

The report for presentation to shareholders at the twenty-second ordinary annual meeting to be held at the office of Messrs. Jardine, Matheson and Co., Ltd., on Wednesday, the 10th inst., at 12.30 p.m., reads:

The directors beg to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1908.

The profit on working was \$243,733.58, as compared with \$30,290.37 in 1907.

The balance at credit of profit and loss account, including \$1,556.81 brought forward from last year, and after deducting directors' and auditors' fees and allowing for amounts expended in repairs, dredging and upkeep of property during the year, amounts to \$81,553.67, which it is proposed to appropriate as follows:

To write off lighters 50,000.00

To write off stores 953.11

To carry forward to new account ... 30,102.56

\$81,055.67.

Business during the year showed a continual falling off, especially in the storage of yarn and piece goods.

A contract has been made with the Hongkong and Whampoa Dock Co., Ltd., for the rebuilding of No. 1 wharf, which was destroyed in the 1906 typhoon.

A new heavy-weight steam crane was purchased in England, and a second-hand one acquired locally; no additions were made to launches and lighters.

Repairs to the extent of \$26,151.86 were necessitated by the severe typhoon which visited the Colony on the night of July 28th. The repairs caused by the 1906 typhoon were completed during the year.

To meet the requirements of the deep-draught steamers now visiting the port, it was found necessary to dredge round the wharves. The Hongkong and Whampoa Dock Co.'s dredger *Canton River* was employed for the purpose.

DIRECTORS.

Mr. G. H. Medhurst, Mr. A. Fuchs, Mr. A. J. Raymond and Mr. A. G. Wood, resigned on leaving the Colony, while Mr. C. Brodersen was removed by death. Mr. E. A. Hewett also resigned on leaving the Colony, but rejoined the Board on his return. Mr. F. G. Abbott serving during his absence. Mr. E. G. Barrett; Mr. C. S. Gubbay, Mr. J. W. C. Bonnar, Mr. C. Brodersen and Mr. W. Holmes joined the Board. These appointments require confirmation.

Mr. E. Shelling and Mr. A. S. D. Couland retire in rotation, according to the articles of association, but being eligible, offer themselves for re-election.

Messrs. W. H. Potts and A. O'D. Gourdin have audited the accounts now presented and offer themselves for re-election.

W. J. GRESSON,
Chairman.

Hongkong, 24th February, 1909.

BALANCE SHEET, 31ST DECEMBER, 1908.

Dr. Liabilities.

To Capital, 60,000 fully paid up shares at \$50.00 \$3,000,000
Less 776 shares not issued 38,803

To Estate of G. Sharp (deceased) \$2,561,200.00

mortgage 156,051.00

To Reserve fund 510,000.00

To Insurance fund 40,000.00

To Depreciation and repairs acc. count 56,826.55

To Hongkong & Shanghai Bank 757,936.82

To Sundry creditors 243,261.97

To Unclaimed dividends 3,694.50

To Balance of profit and loss ac. const. 81,055.67

COLD STORAGE.

I THE HONGKONG ICE COMPANY LTD, have now 40,000 Cubic feet of COLD STORAGE available at EAST POINTE Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January, 1909. [50]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory.

SHEWAN TOME'S & CO., General Managers.

Hongkong, 15th August, 1908. [56]

THERAPION NO. 3

than by any other he was combination. So sorry as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THERAPION LAMP OF LIFE.

LIGHTED UP AFRESH.

... a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful medicine is purely vegetable, and is easily digestible and suitable for all constitutions and conditions, in either sex, and it is difficult to imagine a case of disease or debility, where this medicine will not be of service. Now, however, it can be easily and permanently benefited by this never-failing recuperative essence, which is destined to end interminable suffering that had preceded it for the wide-spread afflictions of humanity.

THERAPION.

It is sold by Chemists throughout the world. Price per glass. 25 pence. Parcels containing 12 fl. oz. (one pint) are sent on British Government stamp or white letter on a red ground affixed to every package by order of His Majesty's Postmaster General, and are to be sent free of postage.

(Unclaimed dividends) 3,694.50

By value of coal on hand 3,700.00

By value of timber, iron and stores on hand 10,515.54

By 1 share Union Insurance Co. of Canton, Ltd. 46,000

By value of timber, iron and stores on hand 54,515.54

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Telegrams.

HONGKONG TELEGRAPH
SERVICE.

FOREIGN LOANS.

PRINCE REGENT'S ANXIETY.

[By courtesy of the "Sheung Po".]

Peking, 3rd March.
The Prince Regent is much worried over the foreign loans already contracted.

He has given directions to the Grand Council to hang up a list of the foreign loans for the information of all officials.

NAVAL REORGANISATION.

PROPOSED FOREIGN LOANS.

[By courtesy of the "Sheung Po".]

Peking, 3rd March.

All provinces are in favour of raising loans for the purpose of reorganising the Navy.

Prince Su is adverse to the proposal, and is employing his best energies to oppose it.

Later.

Prince Su and others have decided to establish naval colleges in Shantung, Kwang-tung, Fukien, Chekiang, Kiang-ning and Kiang-su.

WEI-HAI-WEI.

CHINA SEEKS RETROcession.

[By courtesy of the "Sheung Po".]

Peking, 3rd March.

The Waiwupu is conducting negotiations with the British Minister in Peking, Sir John Jordan, for the retrocession of Wei-hai-wei.

TANG SHAO-YI.

RECALLED TO CHINA.

[By courtesy of the "Sheung Po".]

Peking, 3rd March.

The Grand Council has telegraphed to H.E. Tang Shao-yi (now in Europe) to return to China at once.

MINISTRY OF POSTS AND COMMUNICATIONS.

LEUNG TSZYI DENOUNCED.

[By courtesy of the "Sheung Po".]

Peking, 3rd March.

The Censors have presented a joint memorial charging Leung Tszyi with aiding and abetting Chan Plik, ex-president of the Ministry of Posts and Communications, in his misdeeds and pointing out that, although Chan Plik has been dismissed, Leung Tszyi is allowed to manage affairs connected with the Ministry.

An Imperial edict has been issued commanding that cognizance be taken of the memorial.

A "COLLECTOR" OF JEWELS.

SENTENCED TO GIAO FOR ATTEMPTED LARCENY.

[By courtesy of the "Sheung Po".]

Peking, 3rd March.

The story of an attempt to relieve Messrs. Falconer and Company of a expensive gold chain was related to Mr. J. H. Kemp in the Police Court, to-day, when a man, giving the name of Ng Wing, was arraigned on a charge of attempted larceny. The chain was valued at \$100.

Police-Sergeant Gerard conducted the case for the police, while the defendant was represented by Mr. Otto Kong Seng.

The manager of the complainant firm - Mr. T. Meek - stated that about three o'clock on Saturday the defendant and another native called at the firm and asked to see some gold chains. The witness produced three chains, the defendant picking up and examining the heaviest of the lot. Afterwards he picked up another chain, which he subsequently replaced on the tray on top of the other. A third chain was examined, for which defendant asked the price, and, while the witness was examining the ticket on the chain, the defendant picked up the two previous chains, one of which was practically up his sleeve. The firm's comrade, who was standing near the witness, noticed what had been done and approached the defendant, who shook the chain down his sleeve. Witness then made to approach the defendant, who endeavoured to get away, but was caught, his accomplice escaping.

Mr. Otto Kong Seng, who appeared for the defence, asked Mr. Meek if he was suspicious of defendant when he entered the shop. The witness admitted that he was.

You were watching him very closely? - Yes, and he was watching me.

Why did you consent to serve him? - Because we have to serve people.

The police evidence was to the effect that when searched at the Central Police Station, defendant had only \$1.31 in his possession.

The Court (to defendant) - Have you ever been in the Colony before? - No, I come from Macao.

Mr. Otto Kong Seng submitted that there was no case for the prosecution; that Mr. Meek's evidence was biased, and that there was only the word of Mr. Meek against that of the defendant.

The Court (to defendant) - I find him guilty and I sentence him to three months' hard labour.

Sergeant Gerard pointed out that the accused had had a previous conviction, which was summary trial, the sentence was altered, the defendant having to do six months in gaol.

THE TAPIO MURDER.

ANOTHER MAN TO BE EXECUTED.

There are more developments to record in connection with the death of Mr. Chau Beng Chan. A young Singaporean, Mr. Chau Beng Chan was in the employ of the Opium Farmer and was stationed in a matchet at Taipo. In the latter part of November, 1907, during the night-time, the unfortunate man was attacked by a number of men in his shed, and he was most cruelly murdered. Over a year passed without the mystery being solved. But about a month ago two of the murderer were arrested in Chinese territory, and were, after trial, sentenced to be executed by a Chinese Magistrate.

This morning, police headquarters were notified of the capture of two other men in connection with the murder. One on being brought before the Namtau magistrate, admitted being concerned in the tragedy, and he was ordered to be decapitated. The other pleaded "not guilty," and was remanded.

CHINESE WOMAN ROBBED.

SCENES IN DES VŒUX AND QUEEN'S ROADS.

Des Vœux Road Central, near the Central Market, was the scene of some excitement just before one o'clock yesterday afternoon. A Chinese woman yelling, "Thief! Thief!" at the top of her voice, and a number of other people were seen pursuing a man, who was doing his best to keep away from the crowd - and a bad-looking crowd it was. The hunted one ran into the Central Market, through the side gate into Jubilee Street, where he was secured by his pursuers, thrown violently to the ground, and pummelled until a policeman arrived, and removed to the Central Police Station, followed by a big and yelling mob.

By Dr. Macfarlane - Was the man conscious when you gave him the rice water? - No.

Li Chun, a *joss* engaged in the shop in which deceased also worked, said that deceased went to work with him four months ago. The business was a losing one. He did not know whether the deceased was at any time depressed. The latter spoke sometimes of the bad state of business. Deceased never took opium, and witness did not know whether he was in the habit of taking morphine. Deceased said nothing to witness of feeling unwell.

POWERFUL TUG AT WORK.

In point of fact, there is a channel between Blakan Mati and the reef, but it is of such a tortuous nature that only small craft, manned by skippers who know every inch of the way, could hope to get through - at night time, at any rate - successfully. Much less chance, therefore, is there for such a cumbersome thing as a cruiser, with its considerable draught, to get through. A safe way round, of course, is outside St. John's Island; and there is the nearer channel, via "Lo's Wife"; but the *Vasco da Gama* believed she had struck the right course. And she hadn't.

The *Vasco da Gama* - Was the man conscious when you gave him the rice water? - No.

Li Chun, a *joss* engaged in the shop in which deceased also worked, said that deceased went to work with him four months ago. The business was a losing one. He did not know whether the deceased was at any time depressed. The latter spoke sometimes of the bad state of business. Deceased never took opium, and witness did not know whether he was in the habit of taking morphine. Deceased said nothing to witness of feeling unwell.

POWERFUL TUG AT WORK.

It was an hour or so before high tide on Wednesday night when the cruiser struck. Attempts were made to refloat her later, but without success, and the only thing was to wait the services of a *Tanjong Pagar* tug in the morning. Shortly before 11 o'clock yesterday the *Varuna*, one of the most powerful tugs at work in Far Eastern ports, set out from the wharf for St. John's Island. The *Varuna*, which is under the command of Capt. H. C. Davies, has engines of 1,200 h.p. Her capabilities in connection with salvage work have been tested on many occasions in the past. It is a noteworthy fact that the T.P. salvage department had no less than seven important jobs to tackle in the space of twelve months, dating back to the stranding of the Japanese tramp steamer *Kasuku Maru* on Tree Island.

This vessel brings on cargo - From London, &c., ss S.S. *Matus*. From Calcutta, ss S.S. *Namur*. From Persian Gulf, &c. B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Opilical Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th March, 1909.

The cruiser lay with her stern in deep water, her bow propped up on the coral ledge. At an earlier hour the tilt of the vessel was more pronounced but with the rise of the tide she righted herself somewhat.

The process of connecting hawsers with the tug and the stern of the cruiser was carried on with all speed. The *Vasco da Gama* had two anchors let down astern, so that by hauling on these, when all was in readiness, the efforts of the tug were somewhat facilitated. A steel wire rope was taken on board the cruiser, and attached to it was a huge tow-rope, about six inches in thickness. This rope was brand new and was now used for the first time.

BASILY REFLOATED.

All preparations being complete, the *Varuna* went ahead. At first the two vessels were at right angles, but as the tug was round and came in a straight line with the cruiser it was seen that the stranded boat was in a likely way to being shifted. And so it proved. Less than five minutes' steaming by the *Varuna* sufficed. The *Vasco da Gama* slid off the reef as gently and easily as if she were just being launched! This was at 12.35, after little more than half an hour's work.

The release of the ship, in fact, was so quickly accomplished that there was not enough time to haul in the ropes attached to her stern anchors. One of these ropes fouled a propeller as was proved by an examination made by a couple of Malay divers from the *Varuna*.

It was at first thought the *Vasco da Gama* might steam through the narrow channel out into the Roads, but this project was abandoned as being too risky, and the cruiser, with only one propeller going, steamed slowly round the outside of St. John's Island to a convenient anchorage.

Those engaged in the work of extricating the cruiser from her difficult position are to be congratulated on the facility with which they accomplished their purpose.

CRUISER NOT DAMAGED.

On examination it was found the *Vasco da Gama* had sustained only slight damage in grounding on the reef.

The *Vasco da Gama* is a cruiser of 2,972 tons. She was built in 1876 at Blackwall, and reconstructed in 1903 at Leyghorn. She cost £132,000 to build. Her length is 233 ft., beam 40 ft., draught 18 ft. and indicated horse power 6,000. She carries ten guns, can steam 15.5 knots, and has a crew of 218. The *Vasco da Gama* is the only armoured ship Portuguese possess.

The Portuguese navy includes twelve cruisers, eighteen small gunboats and a number of river gunboats.

A COOLIE, who arrived from the West River this morning, on board the steamer *Shun Lee*, was, on being searched, found in possession of twenty-three un stamped letters addressed to various merchants in this Colony. The defendant - Ho Chou - was prosecuted at the Magistracy this morning, for infringing the rights of the Postmaster-General, for which he was ordered to pay a fine of \$10, the alternative being three months' hard labour.

SHORTLY after three o'clock this morning the fire brigade, with Chief Inspector Baker in charge, was called out. Inquiries made elicited the information that a fire had broken out at 12, Wing Kai Street. When the brigade reached the scene the blaze had been extinguished, and it was learnt that the damage done amounted to about sixty cents. A bag containing some old iron left in the verandah of the house had taken fire by some reason un-

MYSTERIOUS DEATH.

SUDDEN DEATH OF A CHINESE HAWKER AT YAU-MA-TI.

The investigation into the cause of the death of a Chinaman named Chan Tang (18) at Yau-ma-ti the other day, was the subject of an inquiry at the Magistracy, this afternoon.

The Coroner (Mr. J. H. Kemp) presided, and the following jurymen were empanelled - Messrs. John Lyaught, James Lockhead, and L. E. Lammer.

The first witness called was a *joss* in the Tak Chau tobacco shop, in Salt Fish Lane. He lived with the deceased at 15, Temple Street, Yau-ma-ti. On the night of the death he returned to Hongkong. As a matter of fact he only slept in deceased's house one night. At about midnight of the 10th instant, the witness was awakened by hearing the deceased groaning. Believing that he had taken opium, witness gave him "something."

The Coroner - What did you give him? - Rice water.

Was there anything in it? - No.

Did he drink it? - As he was drinking it he died.

After he died was there any bleeding? - Yes, from his nose.

Did you know the deceased well? - Yes.

Did he take opium or morphine? - No.

After the death the witness reported the matter to the police and on the day following identified the body at the mortuary. The deceased was witness' nephew and earned his living hawking saltfish. His business was not a profitable one, but witness never heard him saying he would commit suicide. When witness returned home on the night in question the deceased was asleep, but he did not rouse him.

By Dr. Macfarlane - Was the man conscious when you gave him the rice water? - No.

Li Chun, a *joss* engaged in the shop in which deceased also worked, said that deceased went to work with him four months ago. The business was a losing one. He did not know whether the deceased was at any time depressed. The latter spoke sometimes of the bad state of business. Deceased never took opium, and witness did not know whether he was in the habit of taking morphine. Deceased said nothing to witness of feeling unwell.

POWERFUL TUG AT WORK.

In point of fact, there is a channel between Blakan Mati and the reef, but it is of such a tortuous nature that only small craft, manned by skippers who know every inch of the way, could hope to get through - at night time, at any rate - successfully. Much less chance, therefore, is there for such a cumbersome thing as a cruiser, with its considerable draught, to get through. A safe way round, of course, is outside St. John's Island; and there is the nearer channel, via "Lo's Wife"; but the *Vasco da Gama* believed she had struck the right course. And she hadn't.

The *Vasco da Gama* - Was the man conscious when you gave him the rice water? - No.

Li Chun, a *joss* engaged in the shop in which deceased also worked, said that deceased went to work with him four months ago. The business was a losing one. He did not know whether the deceased was at any time depressed. The latter spoke sometimes of the bad state of business. Deceased never took opium, and witness did not know whether he was in the habit of taking morphine. Deceased said nothing to witness of feeling unwell.

POWERFUL TUG AT WORK.

It was an hour or so before high tide on Wednesday night when the cruiser struck. Attempts were made to refloat her later, but without success, and the only thing was to wait the services of a *Tanjong Pagar* tug in the morning. Shortly before 11 o'clock yesterday the *Varuna*, one of the most powerful tugs at work in Far Eastern ports, set out from the wharf for St. John's Island. The *Varuna*, which is under the command of Capt. H. C. Davies, has engines of 1,200 h.p. Her capabilities in connection with salvage work have been tested on many occasions in the past. It is a noteworthy fact that the T.P. salvage department had no less than seven important jobs to tackle in the space of twelve months, dating back to the stranding of the Japanese tramp steamer *Kasuku Maru* on Tree Island.

This vessel brings on cargo - From London, &c., ss S.S. *Matus*. From Calcutta, ss S.S. *Namur*. From Persian Gulf, &c. B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Opilical Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

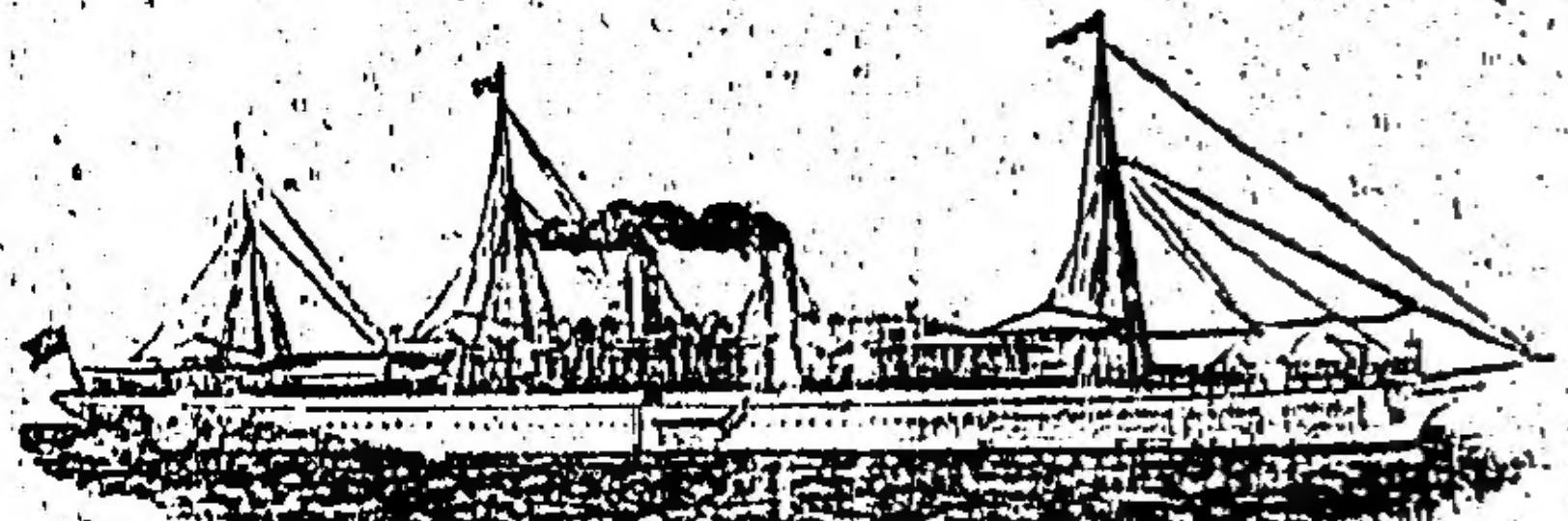
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th March, 1909.

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Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

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(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	SATURDAY, Mar. 13th	April and
"EMPEROR OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA"	6,000	SATURDAY, May 1st	May 22nd
"MONTEAGLE"	6,163	TUESDAY, May 15th	June 4th
"EMPEROR OF INDIA"	6,000	SATURDAY, May 22nd	June 12th
"EMPEROR OF JAPAN"	6,000	SATURDAY, June 12th	July 3rd.

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTRAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate or Steamers, and 1st Class on Railways £40. " " £42.

First-class rates to London include cost of Month and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct lines.

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For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

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For	Steamship	On
SHANGHAI VIA SWATOW	JING-SANG	FRIDAY, 5th Mar., Noon.
FOO-SIUNG	JING-SANG	FRIDAY, 5th Mar., Noon.
SGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 6th Mar., Noon.
SHANGHAI	WING-SANG	SATURDAY, 6th Mar., 4 P.M.
SHANGHAI, PENANG & CALCUTTA	KUM-SANG	MONDAY, 8th Mar., Noon.
MANILA	ESANG	WED'DAY, 10th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YUEN-SANG	FRIDAY, 12th Mar., 4 P.M.
	FOOK-SANG	TUESDAY, 13th Mar., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

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These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bill of Lading to Yangtze Ports, Chefoo, Tientsin & Nanchang.

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Telephone No. 61, Hongkong, 4th March, 1909.

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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
NINGPO & SHANGHAI	"FOO-HOW"	5th Mar., 4 P.M.
HAI-PHONG	"CHIHLI"	5th Mar., 10 A.M.
SHANGHAI	"ANHUI"	7th Mar., Daylight
AMOY, MANILA, CEBU & ILOILO	"SUNG-KIANG"	8th Mar., 4 P.M.
MANILA	"TEAN"	9th Mar., 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TAMING"	10th Mar., "
AUSTRALIAN PORTS	"CHANGSHA"	8th April, 4 P.M.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

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SCHEDULE STEAMERS leaving every Tuesday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo through Bills of Lading to all Yangtze and Northern China Ports.

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BUTTERFIELD & SWIRE,

Telephone No. 36, HONGKONG, 4th March, 1909.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cabin—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA DIRECT	SATURDAY, 6th Mar., at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Mar., at Noon.

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HONGKONG, 4th Mar., 1909.

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HONGKONG, 4

Intimation.

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Carven Mixture; Ardath
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Garrick Smoking Mixture.Phillips' Finest Smoking Mix-
ture, "Non Fur" Tobac-
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CIGARETTES.

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Mixture; Clarence Extr.
Virginian; Knight Ban-
neret; Turkish; Martin's
"Non-throat"; Three Cas-
tles (Magnums).A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS

AND.

KOWLOON DISPENSARY.

Hongkong, 1st February, 1909.

ways in China has been continually in the mind of the members of the Committee. Very little correspondence has, however, passed concerning it, as the larger question more immediately affecting the interest of the Colony—the progress of the Canton-Hankow line—has not emerged into any such practicable shape as to render representation of any avail. Recent events indicate that the Chinese authorities are coming to realise the inadvisability of waiting until China possesses the capital and engineering skill requisite for the building of the northern section, and it is to be hoped that the existing rumours of a foreign loan to be devoted to that purpose will prove true." The Chairman, Mr. Murray Stewart, however, did not entirely agree with the suggestion that affairs in connection with the trunk line were at a standstill for he observed that "when the Hongkong Government lent the money for its redemption the understanding was that the line was to be built; the project was not to be hung up or merely played with. For some time it looked as if the Chinese were merely playing with it. That was the impression which I received some two years ago when I paid a visit to railhead. I was still under that impression when at last year's annual meeting, after a year's absence in England and speaking with the greater freedom of an ordinary member, I made a remark which was held duly to disparage the progress made. I desire now to make what amends I can by giving equal publicity to an opinion recently expressed by an expert witness, a highly qualified railway engineer, that, judged on the lines which have been adopted by the management, progress may be regarded as not unsatisfactory." Of course that is not fulsome praise and, indeed, some

people would tell that the statement was so diluted that it amounted to a minor indictment of the officials concerned. But that as it may, it was certainly hoped and believed that when His Excellency Chang Chih-tung was appointed Superintendent-General of the railway to Hankow a fresh impetus would be given to the project. That opinion was based on the ground that His Excellency regarded the Canton-Hankow line as one of his pet goads and had ever declared himself to be its strenuous supporter. The events which occurred last year, when the Imperial Court was plunged into mourning, withdrew attention from the undertaking in the two Kwang Provinces and for a time it was utterly neglected. Chang Chih-tung was too busily engaged in safeguarding his own position and defeating the intrigues which sprang up like mushrooms in a night to attend to a matter which had already been deferred so long. There are evidences now that Chang Chih-tung is showing renewed interest in the construction of the line, and is gathering up the strings so that he may understand the precise position of affairs. In an interesting communication which appeared in yesterday's *Telegraph*, our Canton correspondent gave details of a lengthy despatch which the Resident Director had received from His Excellency the Superintendent-General, from which it would appear that the actual condition of things are scarcely known at Peking. According to the despatch, the head of the undertaking, as representing the Imperial Government, desires to obtain complete copies of all papers relating to the redemption of the concession, and desires the resident official to make out a plan showing in detail how many miles of the line were built before, and how many after, the redemption of the concession, how many of them have been surveyed and how many have not, together with a complete list of the staff of the company; to report in detail on the total amount collected on account of the first and second calls on shares, and to give the names of all shareholder; to report the total amount of expenditure, the amount of deposits and the money in hand; and to report the proceeds collected from passengers and on goods together with the petty cash account. We find in a previous article sent by our Canton correspondent that since the beginning of this year, the collection of the second call of shares by the different Charitable Institutions for the Canton-Hankow Railway Company amounts to some 550,000 taels, and the total amount since the 7th moon last year has reached the sum of some 6,000,000 taels, which represent 80% of the total amount of capital to be collected by the second call. That would appear to be a fairly satisfactory result, and indeed is better than could have been expected in all the circumstances. But we are still a long way from realising the dream of the promoters of the railway. The money collected up to the present time is not nearly sufficient for the construction of the line through the Southern Provinces and unless we are much mistaken the offer of the British and Chinese Corporation to raise a loan of £5,000,000 for the use of the railway will have to be accepted if we are to witness the completion of the track within a reasonable period. Some time ago it was reported that an agreement had been arranged between the Corporation and the directors of the Hupeh-Henan section whereby the former agreed to provide the latter with a loan of twenty million dollars to be devoted towards the work of constructing

the extension in question. Whether that loan agreement has been signed or not it is difficult to say, but evidently a satisfactory settlement has been arrived at, seeing that two or three days ago we published a telegram to the effect that work on that section was to be commenced immediately. When Chang Chih-tung receives the information he has demanded there is just a possibility that the terminal section may be advanced so that the junction with Hankow may be expedited, but it is not well to be over optimistic. One's hopes and the aspirations of those who have associated themselves with the undertaking have been so frequently dashed that it would be foolish to expect too much, and we can only wait for the meeting of shareholders which will be held in the near future.

PRAISE FOR THE MERCHANT SERVICE.

Shipping men in Hongkong as well as elsewhere throughout the British Dominions may well hold their heads a little higher when they learn of the opinion which that redoubtable scamp, Lord Charles Beresford, holds of the mercantile marine service. The average shore-going person has little knowledge and probably less appreciation of the anxieties and difficulties which afflict the officers and men of the merchant service, their sole understanding being usually derived from a casual saunter on a ship-and-spar liner where all discomforts, trials and inconveniences are hidden away from the eye of the visitor or the passenger. The landlubber in most cases will travel in safety a matter of 12,000 miles without realising his indebtedness to the "man at the wheel," or the whole-hearted devotion to duty which has contributed to that safety and multiplicity of conveniences. But the gallant Admiral, whose outspokenness and enthusiasm on every phase of sea life are bywords, comes to their rescue with his characteristic force. And if the ears of the ordinary sailor do not tingle with pleasure it is probably because he has grown so inured to rebuffs that he is not inclined to place too high a value on praise. But we fancy he will be unable to refrain from quiet satisfaction when he learns on the authority of Lord Charles Beresford that "the British Empire depends upon the two great sea services for its existence." There is no beating about the bush there; no damning with faint praise, no searching for fine phrases in acknowledging honest merit. The two services are placed side by side in maintaining the glory of the Empire, which is as it should be. The communication in which this dictum was laid down by the Admiral was addressed to the secretary of the Imperial Merchant Service Guild last month. Writing from H.M.S. *Aig Edw' VII* at Portsmouth, Lord Charles Beresford said: "You are quite right in stating that I have the very keenest interest in the Mercantile Marine, its officers, and men, and all that appertains to its welfare and good. The British Empire depends upon the two great Sea Services for its existence—the one hand, the Mercantile Marine for the rapid and punctual delivery of food, and on the other, the Military Shipping for policing the seas, and preserving intact the line of communication for the Mercantile Marine in war. The closer we get together in this community of interests, the better for the Empire. Good co-operation and efficient signalling is perhaps one of the most important methods by which closer connection can be brought about. All in the Royal Navy thoroughly recognise the loyal and able way in which the Mercantile Marine carries out its duties, often under extremely difficult and dangerous circumstances, and appreciate the excellent manner in which the Mercantile Marine has taken up the question of signalling between the two great Services." The sentiment is admirable in every respect and should help to cement the bonds which bind all sailors together. If the Admiral's words are only brought to the attention of those landmen who are apt to hold themselves superior to those who go down to the sea in ships it may assist them in realising the debt they owe to those whose efforts and dues are daily combining to ensure the federation of the Empires which all Britons are anxious to see consummated.

MARRIAGE.

On February 2, at Southend-on-Sea, P. R. WOLFE, of Hongkong, to IRMA EMBRECHTS.

DEATH.

On January 31, at Montreux, OSWALD CRAWFORD, C.M.G., aged 74, son of late J. Crawford, F.R.S., formerly Governor of Singapore.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 4, 1909.

THE CANTON-HANKOW
RAILWAY.

Readers who take a purely academic interest in the progress of the Canton-Hankow railway must be getting somewhat tired of the procrastinating methods of the officials delegated to proceed with the construction of that important link in the chain of railways with which it is proposed to endow the Middle Kingdom. What then must be the feeling of those who have a direct monetary interest at stake? Over and over again it has been made to appear that all the difficulties which have beset the line through Kwangtung and Kwangsi and also through Hupeh and Honan have been settled, and that at last the engineers had instructions to start in real earnest with the work, but new obstacles have arisen either in the shape of financial stress or internecine strife, with the result that the line is proceeding at a snail's pace. Such was evidently the opinion of the members of the China Association, Hongkong branch, when they remarked in the annual report that "the question of rail-

Hongkong University Scheme.

CHINESE COMMUNITY SEEKS
ELUCIDATION.

THE QUESTION OF FEES.

In our report of the first meeting of the Chinese sub-committee we stated that Mr. Lau Chu-pak submitted a series of five questions to the Chair, which Dr. Ho Kai answered to the satisfaction of the meeting. The replies were reported in the vernacular press, of which the following is a free translation:

The Hon. Dr. Ho Kai said:—Mr. Lau Chu-pak pointed out that doubt exists in the minds of the people and with a view of obtaining elucidation has put to me a series of five questions. I must clear up all these points so as to remove the doubts from the minds of the people.—The University scheme was promoted by Europeans. The principal object is to benefit Chinese. The president of the Committee is H.E. the Governor. The other members of the Committee are: Bishop Lander, who is a graduate of Cambridge University; the Hon. Mr. F. H. May, C.M.G., Colonial Secretary, who is rector of the Hongkong College of Medicine; Sir Paul Chater, C.M.G., honorary treasurer; Hon. Mr. W. Chatman, C.M.G., Director of Public Works; Hon. Mr. A. M. Thomson, Colonial Treasurer; Hon. Mr. E. A. Irving, Registrar-General; Mr. C. Clementi, Assistant Colonial Secretary; Hon. Mr. H. E. Pollock, K.C.B., barrister-at-law; Mr. H. N. Mody, Hoo. Mr. Weiuk, C.M.G., and myself, the representatives of the Chinese on the Legislative Council. When the University becomes an accomplished fact those who are versed in educational matters, whether Europeans or Chinese, will be eligible for nomination to the executive committee, and no discrimination will be made as to whether the persons are Chinese or foreigners. The Hongkong College of Medicine has, for its rector, the Hon. Mr. F. H. May, C.M.G., the Medical Officer of Health, attached to the Sanitary Department, is the chairman; and the rector's assessor, Dr. J. C. Thomson, is the secretary, and Dr. R. M. Gibson, representative of the Alice Memorial and Nethersole Hospitals, while Dr. G. P. Jordan is the representative of the General Council. All donors, whether Chinese or foreigners, will have the right to nominate some one to represent them on the Council of the University when the time comes for the nomination.

Mr. Chan Chik-yu:—With whom will the subscriptions be deposited?

Dr. Ho Kai:—Sir Paul Chater as honorary treasurer.

Mr. Chan Chik-yu inquired whether it would not be desirable to have a Chinese gentleman appointed treasurer as well.

Dr. Ho Kai:—If you gentlemen, all agree, we can nominate one or two from our number. I will write to the Governor and request His Excellency to decide this point.

Mr. Chan Chik-yu proposed that a Chinese treasurer be nominated.

Mr. Tam Tsik-kong seconded and the motion was adopted *en bloc*.

Continuing, Dr. Ho Kai said:—The reasons why the diplomas issued to the licentiates of the Hongkong College of Medicine are not recognised by the British Government and the authorities in other countries, are because the Hongkong College of Medicine has not been recognised by the Royal College of Surgeons in England. All colleges of medicine in England must be recognised by the Royal College before the diplomas can be recognised by the authorities in British possessions. The Hongkong College of Medicine must first of all have a building of its own and must have added to its curriculum one or two additional subjects before it can be recognised by the Royal College. We have been fortunate in obtaining a donation of \$50,000 from Mr. La Jing for the erection of the building. Last year Dr. Thomson was on a visit to England and availed himself of the opportunity to confer with the president of the Royal College who stated that when the building is completed it will be necessary to have two resident professors in the College to lecture on anatomy and physiology and to teach advanced courses of medicine in the College. Who all those are attained, then the Royal College is certain to recognise the status of the Hongkong College. Once the local College of Medicine is recognised by the British society, other countries cannot fail to recognise its proper status. Last year two licentiates of the Hongkong College of Medicine proceeded to Scotland to enter the College of Surgeons and Physicians and to qualify for diplomas there. The University did not require them to prosecute further studies there and permitted them to sit at once present themselves for the final examination for certificates of competency. Again, two licentiates entered the Edinburgh University and took up a course of studies. The University allowed them to go up for their examination of M. B. degrees after two years' study there. These facts should give you an idea of the training the students receive in the Hongkong College of Medicine. When the Hongkong University is completed the medical students who will go through all the courses there must attain a higher standard of efficiency than those of the Hongkong College of Medicine and, of course, their diplomas will be recognised by the Royal College. If any of you gentlemen still have any doubts in your minds, after my explanations, I will tell you in the Governor's appeal, the thirteenth paragraph of which reads: "That so soon as there shall be undergraduates qualified to go up for their final examination, the London or other British University be requested to conduct the examination for degrees, and that so soon as one or more students of the Hongkong University have thus graduated, the Governor be requested to apply to His Majesty in Council for the grant of a Royal Charter." That being the case there need be no fear that the diplomas to be granted by the Hongkong University will not be recognised in other ports.

LOCAL AND GENERAL.

The Rev. Lord William Cecil has left London for China, via Siberia.

ACTING Gunner E. T. Spronson has been appointed to the cruiser *King Alfred*, flagship of the China Squadron, for quarter-deck duties.

The *Gazette* contains the appointment of James William Jamieson, Esq., to be His Majesty's Consul-General for the Provinces of Kwangtung and Kwangsi, to reside at Canton.

THE importation of opium into the United States, except for medicinal purposes, is now prohibited, the Bill of the House of Representatives to that effect having passed the Senate on and off.

COLONEL Babie, V.C., C.M.G., C.B., Inspector of Medical Services, is presently on voyage to the East on a tour of inspection, which will have Ceylon, the Straits Settlements, and the various stations in its objective.

At this stage, Mr. Chan Chik-yu inquired if students qualifying in law in the Hongkong University will have their diplomas recognised in England.

Dr. Ho Kai:—Certainly.

The Chairman, continuing, said:—To begin with there will be three faculties in the Hongkong University, those of medicine, engineering and science. When there are plenty of funds and numerous students other faculties will be introduced. At present it is impossible to form an idea as to the amount of subscriptions that can be collected. Every additional faculty means an additional professor whose salary will be about \$10,000 a year. At present it is proposed to start with only medicine and engineering, because there are several tens of students in the Technical Institute and over twenty students in the College of Medicine. As to Mr. Lau Chu-pak's fourth question, he stated that the Universities in India were not recognised in England. I don't know whether that is so or not, but, if so, it must be because the students are not up to the standard or because of inefficient training. In the case of the Hongkong University those who are eligible for admission must hold Oxford Local A.A. certificates, or must pass an entrance examination and when the Royal Charter is granted it will certainly be recognised in England. I now come to the fifth and last question. With regard to the doubt that the fees to be charged will be excessive, I have frequently consulted with the Governor on that point. The fees will not exceed \$300 a year—\$240 will be nearer the mark. If high fees are charged only the sons of the middle class and of the poor. If the fees be too high I will not venture to support the scheme. The Governor has agreed to decide about the fees after it is known what the subscriptions will be. I trust the Governor will fall in with my views. The Aberdeen University charges the lowest fees, being about £12 a year. The reason why they can afford to charge such small fees is because a wealthy individual has bequeathed them an enormous endowment. If the endowment fund of the Hongkong University can bring a return of \$50,000 to \$75,000 a year, each student will have to pay about \$500 a year, including board and lodging. If he goes to London for his education he will have to pay from \$2,500 to \$3,000 a year as against \$500 in Hongkong, and the diplomas to be issued here will not be inferior to those of England. So it is obvious the Chinese will derive large benefits from the scheme.

HOME VIEWS.

The success of the College of Medicine in Hongkong, founded in the year 1887, seems recently to have excited public attention. A small group of medical men and scientists have during the 22 years of its existence of the College devoted themselves in the most self-sacrificing manner to teaching the various branches of medical study without reward, and in the face of many difficulties these men have shown that the Chinese are apt pupils, are anxious to know Western medicine, and that they become excellent practitioners.

They have shown that nothing is wanted except encouragement to reach the full fruition of what in the early days were nothing more or less than mere dreams of the enthusiastic founders. The basis of organisation is there, the teachers are to hand, and the pupils are ready; nothing is wanted except money to bring into being a well-equipped medical school. But the founders and workers in the College of Medicine have done more than that; they have made it clear that, not only a faculty of medicine is wanted, but that other faculties of liberal education are possible, and they have become a necessity in the modern evolution of the life of the Chinese. Encouragement in this direction is not wanting. Several of the citizens of Hongkong have aided the College by substantial financial assistance, and by serving on the Council of the College. The late E. R. Bellairs, C.M.G., offered a site on which to build a college some 22 years ago, but the Government of that day did not feel justified in spending the money on the necessary buildings. Mr. H. N. Mody, well-known in Hongkong for his open-handedness, has recently offered no less a sum than \$50,000 towards the expense of providing a University for Hongkong. With this munificent gift Mr. Mody has set an example which we hope will find many followers. The question of a University for Hongkong is not a local but one of Imperial interest. British folk have long held the predominant place amongst foreigners in China. Queen's College has had many thousands of Chinese pupils who are good English scholars, quite fit to read and understand the sciences, economics, or law. A further development of Queen's College usefulness would suffice for the arts portion of a university; the College of Medicine is already in active being, and it only wants the hand of the organiser to blend the two in a University. The Chinese, ever liberal where education is concerned, are willing to help, and have already done so. The one stimulant wanting seems to be that the Imperial Government should help the proposals by patronage and some endowment. It is evident that on all sides the desirability of establishing a Medical School, and, if possible, a University, in Hongkong is recognised; it only remains to set the proper machinery in motion to see the speedy fulfilment of what must become a benefit to China and a lasting monument to the benign influence of Britain.

The establishment of a great educational centre in Hongkong would have a far-reaching influence on British prestige in China. If the present opportunity is neglected, we will find other nations who are at present struggling to gain a foothold in China do what seems peculiarly due. *Journal of Tropical Medicine and Hygiene*.

A BOATMAN paid a fine of 5/- in the Police Court, this morning, for carrying a pistol without permission. The gun was ordered to be forfeited.

THE CHINA FIRE INSURANCE CO., LTD.

ANNUAL MEETING.

The forth meeting of shareholders in the China Fire Insurance Co., Ltd., was held at the Company's offices, at noon, to-day, for the purpose of receiving a statement of accounts and the report of the directors for the year ending 31st December, 1908. Mr. E. Shellim (chairman of directors) presided. There were also present—Messrs. R. Shaw, W. Holme, the Hon. Mr. H. W. Slade, G. Friesland, J. W. Bonar, H. A. Siebs (directors), C. Pemberton (secretary), J. M. E. Machado, A. H. M. da Silva, A. Forbes, A. Turner, P. M. Hodges, S. G. Newall, S. F. Hickman, Chan Pai and G. Gardiner.

The Secretary read the notice of the meeting.

The Chairman said:—Gentlemen:—The Directors' Report and Statement of the Company's accounts for the past year having been in your hands for some time, I will now subject to your approval, adopt the usual course, and take them as read. Before proceeding with the business of the meeting I have to refer with deep regret to the great loss we sustained in the untimely death of our late Secretary Mr. G. L. Tomlin. He had been in the service of the company for just on 28 years, and we are indebted to him for valuable services in the past. I have also to express on behalf of myself and the Board our sorrow at the death of Mr. C. Brodersen, who had only recently joined the directorate. Turning now to the accounts, it is pleasant to be able to report that the year 1907, in spite of unusually heavy losses, turned out favourably, leaving us with a balance of \$18,755.68. This enables us to recommend to you a dividend of \$6 and a bonus of \$2 per share absorbing \$160,000, an addition to Extra Reserve Fund of \$93,570.35, bringing this Fund up to \$438,663.10, and a bonus to the staff of \$6,155.33, which I trust will meet with your approval. Our investments in shares appreciated considerably, and this accounts for the increase of \$18,564.40 shown by Investment Fluctuation Account. The balance at the credit of Working Account 1908 is \$375,147.77, which is a slight increase on that of last year, and the largest sum yet carried forward. Our Premium and Interest Accounts both show satisfactory gains, the former of \$19,335.33 and the latter of \$7,309.17. Fires were very numerous during the year, more especially in Shanghai, where the number of European godowns and buildings was particularly noticeable and three large European manufacturing risks were destroyed. While being interested in all these, we were not, I am glad to say, heavily involved in any one. The Company's surveyors have reported on our advances under Mortgage, and I am happy to inform you that, except in one or two cases which are now being dealt with,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT	RESERVE	AT WORKING ACCOUNT*	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION, BASED ON LAST TRADE DAY.	CLOSING QUOTATIONS.
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$15	\$125	{ \$1,000,000 \$1,000,000 \$20,000}	52,006,234	{ Final of 5/- and bonus of 5/- for 1908 @ ex 1/2/8—\$20,024	58 %	£385 six div. b. London £64/10/-	
National Bank of China, Limited	99,925	67	66	{ 4,000 \$10,000}	51,023	5/- (London 1/6) for 1903	---	---	55/-
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$22,757 \$15,000}	none	5/- for 1907	71 %	518/- sales	
North China Insurance Company, Limited	10,000	615	68	{ Tls. 150,000 Tls. 305,747 Tls. 118,271 \$3,000,000 \$100,000 \$20,478 \$10,000 \$10,000}	Tls. 160,512	Final of 7/6 making 15/- for 1907	51 %	Tls. 97/- sales	
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	{ \$1,000,000 \$100,000 \$85,157 \$1,000,000 \$246,997 \$13,803 \$123,041}	52,506,012	{ Final of \$15 making \$15 for 1906 and interim of \$30 for 1907	58 %	1825	
Yangtze Insurance Association, Limited									
FIRE INSURANCES.									
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$246,997 \$13,803}	53,724,112	5/- and bonus 5/- for 1906	81 %	519/-	
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,000,000 \$100,000 \$246,997 \$13,803}	54,8,027	5/- and bonus 5/- for 1906	81 %	519 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,033 \$59,000}	52,035	5/- for 1906	---	512 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$10,000 \$250,000 \$79,421 \$23,344 \$10,000}	520,279	5/- for 1906	71 %	512 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$10,000 \$240,000}	513,755	Final of 5/- making 5/- for 1908	81 %	529/- buyers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	60,000	65	{ \$10,000 \$240,000 \$10,000 \$10,000}	513,755	{ 6/- for 1907 on Preference shares only @ ex 1/1/10—\$3,154	51 %	539 buyers	
do.	60,000	65	65				51 %	519 buyers	
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 15/ making Tls. 3/- for 1908	71 %	Tls. 47 sellers	
do.	100,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$5,100 \$5,100}	516,117	Second interim of 5/- for 1908	6 %	Tls. 42 buyers	
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100	598	\$1.00 for year ending 4.4.1908	4 %	519 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100		\$1.50 for year ending 4.4.1908	18 %	515	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	Tls. 50	Tls. 50	Tls. 42,479	11 %	Tls. 45 sales	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 50	Tls. 50	Tls. 8,000	---	514/- sales	
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	Tls. 50	Tls. 50	Tls. 12,000	---	517	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	{ \$175,000 \$12,289}	514,556	Final of 1/6 (coupon No. 11) for year end-	7 %	Tls. 18/ sales	
Rub Australian Gold Mining Company, Limited	150,000	41	41	{ 18/10 41}	514,711	ing 29.10.1908	---	531 sellers	
DOCKS, WHARVES & GODOWNS.									
Fawick (Geo.) & Co., Limited	18,000	\$15	\$15	\$55,001	518,726	\$1.75 for year ending 31.12.06	---	512	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$55,556		Final of 5/- making 5/- for 1907	71 %	547 ss. and b.	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	Tls. 50	Tls. 50	Tls. 42,479	9 %	57 sellers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 50	Tls. 50	Tls. 8,000	61 %	Tls. 89 buyers	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 50	Tls. 50	Tls. 12,000	51 %	Tls. 174 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 100	Dr. 5,531	Tls. 5 for 1907	51 %	Tls. 104 sellers	
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$25	51,100	\$2/- for year ending 30.6.07	---	514/- sales	
Central Stores, Limited	50,728	\$25	\$25	\$25	51,178	\$1.50 for 1906	7 %	590 sellers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$50	514,930	Interim of 5/- for account 1908	71 %	5.5 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100	26,475	Final of 5/- making 5/- for 1908	7 %	58.65 sellers	
Humphreys Estate & Finance Company, Limited	150,000	\$100	\$100	{ 218,475 343,481}	51.86	6/- cents for 1st 8	5 %	508	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	5278	5/- for 1st 8	5 %	515 sellers	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 50	Tls. 142,404	Final of 5/- for account 1908	7 %	Tls. 115 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	none	516	Final of 5/- making 5/- for 1908	9 %	544 sellers	
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 50	Tls. 6,880	Tls. 5 for year ended 31.10.10.8	45 %	Tls. 105 sellers	
Hongkong Cotton Spinning, Weaving and Dying Company, Limited	125,000	\$10	\$10	Tls. 50	59,553	50 cents for year ending 31.7.08	51 %	515 ss. and b.	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 75	Tls. 8,372	Tls. 6 for year ended 31.9.06 (8%)	---	518	
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100	518,429	Tls. 4 for 1st 8	---	518	
Soy Choo Cotton Spinning Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 50	519,663	Tls. 30 for 1906	---	518	
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ 1,500 \$35,000 \$10,000}	516,48	1,10/- per share or 1907—\$1.03	10 %	510 sales	
China Horne Company, Limited	60,000	\$10	\$10	\$10	Nil	\$1.20 for 1907	102 %	513	
China Light and Power Company, Limited	50,000	\$10	\$10	\$10	511,138	60 cents for year ended 28.2.06	51 %	512 ss. and b.	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10	511,407	60 cents for 1907	74 %	512 ss. and b.	
Dairy Farm Company, Limited	40,000	57	56	{ \$1,000 \$10,000 \$10,000}	512,531	Tls. 5 for 1907	51 %	512 ss. and b.	
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10	513,005	\$2/- for year ending 30.6.07	51 %	512 ss. and b.	
H. Price & Company, Limited	12,000	\$10	\$10	\$10	513,251	\$1.50 for 1906	7 %	512 ss. and b.	
Hall & Holt, Limited	21,000	\$20	\$20	\$20	513,657	Interim of 5/- for account 1908	71 %	512 ss. and b.	
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$10	513,957	Final of 5/- making 5/- for 1908	7 %	512 ss. and b.	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$25	514,316	5/- for year ending 31.7.08	51 %	512 ss. and b.	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10	514,316	5/- for year ending 31.12.07	51 %	512 ss. and b.	
Mantschappi tot Mij., Bosco en Landbouwer, pionnaire in Langkat, Limited	75,00								